

REPORT

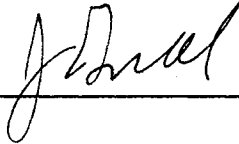
DATE: March 1, 2007

TO: Transportation and Communications Committee

FROM: Michael Armstrong, Aviation Program Manager
armstron@scag.ca.gov/213-236-1914

SUBJECT: Additional Comments to the Southern California Regional Airport Authority (SCRAA)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve additional comments on recommended changes to the membership of the SCRAA

BACKGROUND:


At its last meeting on February 8, 2007 the SCAG Aviation Task Force reviewed proposed revisions to the SCRAA joint powers agreement that have been distributed by the SCRAA regarding its current mission, powers and membership. The committee recommended two comments to be added to the 14 comments approved by the SCAG Regional Council on January 4, 2007 and transmitted to the SCRAA. These additional comments, which recommend changes to the SCRAA membership, are as follows:

- That SCRAA expand its voting membership to include the counties of Ventura, Imperial and San Diego as well as a host city or airport sponsor for each commercial airport that is not operated by a county. These additional voting members would include representatives from the cities of Long Beach, Ontario, Palmdale, and Palm Springs, as well as the Bob Hope Airport Authority, the San Bernardino Airport Authority, the March Airport Authority, the Southern California Logistics Airport Authority and the San Diego Airport Authority.
- That SCRAA establish a number of inclusive standing committees representing a broad range of stakeholders including airport-impacted communities and the airline industry.

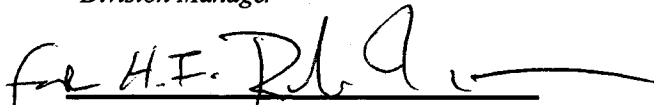
FISCAL IMPACT:

None

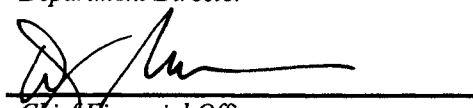
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

**Comments from the Southern California Association of Governments (SCAG)
to the Southern California Regional Airport Authority (SCRAA)
Regarding the Mission, Membership, Powers and Responsibilities of the SCRAA**

Approved by the SCAG Regional Council on January 4, 2007

Additional comments recommended by the SCAG Aviation Task Force on
February 8, 2007 are underlined (i.e., comment no. 10 and comment no. 11)

1. That SCRAA re-define its mission and responsibilities consistent with the regional aviation decentralization strategy in SCAG's adopted 2004 Regional Transportation Plan.
2. That the composition of the SCRAA's membership be related to its new mission and responsibilities.
3. That SCRAA consider expanding its membership to include as full members all communities that provide or plan to provide commercial passenger service, as well as the counties of San Diego, Imperial and Ventura, provided that inclusion of such jurisdictions is consistent with SCRAA's new mission and responsibilities.
4. That SCRAA re-examine its name so as to be consistent with its new mission and responsibilities.
5. That SCRAA revise its Joint Powers Agreement ("Agreement") so as to eliminate all proprietary powers, including but not limited to, its power of eminent domain.
6. That SCRAA revise the Agreement so as to eliminate its powers relating to airport operation.
7. That SCRAA revise the Agreement so as to eliminate its single member veto provision.
8. That SCRAA further define its relationship to SCAG, and that the Agreement be revised to establish a clear delineation of SCRAA's powers and SCAG's responsibilities as a Metropolitan Planning Organization (MPO) for the region with respect to regional aviation and ground access planning.
9. In accordance with comment #8 above, if SCRAA revises its roles and responsibilities, a more formal role for SCAG be considered.
10. That SCRAA expand its voting membership to include the counties of Ventura, Imperial and San Diego as well as a host city or airport sponsor for each commercial airport that is not operated by a county. These additional voting members would include representatives from the cities of Long Beach, Ontario, Palmdale, and Palm Springs, as well as the Bob Hope Airport Authority, the San Bernardino Airport Authority, the

March Airport Authority, the Southern California Logistics Airport Authority and the San Diego Airport Authority.

11. That SCRAA establish a number of inclusive standing committees representing a broad range of stakeholders including airport-impacted communities and the airline industry.

12. That SCRAA establish a technical advisory committee, whose membership would include airport operators.

13. That SCRAA appoint a person to serve on SCAG's Aviation Task Force

14. That SCRAA consider the following recommendation from SCAG's Regional Airport Management Study with regard to regional airport governance: "A 'structured' memorandum of understanding (MOU) is the preferred approach to creating an initial Regional Airport Consortium. The Consortium should be based at least initially on the MOU approach, but with more structure than is typical of MOU organizations. It should have bylaws and meet regularly. A 'structured' MOU-based consortium could eventually evolve into a joint powers authority (JPA) after a period of confidence building among the members who may decide that the organization would be enhanced with the greater structure, permanence and continuity of a JPA. However the powers of the JPA should not include eminent domain or operating, siting and developing airports, since these powers are inconsistent with the Regional Airport Consortium concept in SCAG's 2004 RTP. To allay the concerns of constrained urban airports and their communities, a precondition should be all legally enforceable constraints and policies cannot be changed by subsequent amendment."

15. That SCRAA consider the attached comments submitted on January 2, 2007 by the City of Long Beach.

16. That SCRAA institute a formal public review period for all comments submitted to the SCRAA pertaining to its mission, membership, powers and responsibilities, prior to taking any formal action to revise its mission, membership, powers and responsibilities.